

STATE OF NEBRASKA
DEPARTMENT OF ROADS
ADDENDUM NO. 1
PROJECT NO. NH-34-7(124)
CONTROL NO. 22176A
CALL NO. 200
US-75/US-34, PLATTEVIEW INTERSECTION
LETTING DATE: DECEMBER 9, 2010

On pages 18 – 23 in the Special Provisions, “GENERAL DECISION: NE20100001 10/29/2010 NE1” is void and superseded by the following:

GENERAL DECISION: NE20100001 11/19/2010 NE1

Date: November 19, 2010

General Decision Number: NE20100001 11/19/2010

Superseded General Decision Number: NE20080001

State: Nebraska

Construction Types: Heavy and Highway

Counties: Douglas, Sarpy, Saunders and Washington Counties in Nebraska.

HEAVY CONSTRUCTION PROJECTS (does not include water well drilling); HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension & spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction; other major bridges) SAUNDERS COUNTY (EAST OF HWY. #109 EXTENDED NORTH AND SOUTH TO THE COUNTY LINE)

Modification Number	Publication Date
0	03/12/2010
1	03/26/2010
2	05/07/2010
3	06/11/2010
4	07/23/2010
5	08/13/2010
6	10/29/2010
7	11/19/2010

CARP0444-002 06/01/2010

	Rates	Fringes
CARPENTER.....	\$ 23.62	9.89
Piledriver.....	\$ 23.81	8.23

Project No. NH-34-7(124)

Addendum No. 1

Page 2

ELEC0022-002 06/01/2010

DOUGLAS AND SARPY COUNTIES; SAUNDERS COUNTY (east of Hwy. #109 and north of U.S. Alternate Highway No. 30 (Route 92)); AND WASHINGTON COUNTY:

	Rates	Fringes
ELECTRICIAN.....	\$ 30.80	12.65

ELEC0265-001 06/01/2009

SAUNDERS COUNTY (east of Hwy. #109 and south of U.S. Alternate Hwy. No. 30 (Route 92)):

	Rates	Fringes
Electricians:		
Zone 1.....	\$ 25.12	4.5%+8.65
Zone 2.....	\$ 25.42	4.5%+8.65
Zone 3.....	\$ 25.72	4.5%+8.65
Zone 4.....	\$ 26.12	4.5%+8.65

ZONE DEFINITIONS [Mileage from main Post Office in Lincoln]

- Zone 1: 0 to 35 miles
- Zone 2: 36 to 50 miles
- Zone 3: 51 to 75 miles
- Zone 4: 76 miles and over

FOOTNOTE:

Work on scaffolds, hanging scaffolds, boatswains chairs or ladders, etc., in any area where the worker is in a position to fall 40 ft. or more, or where objects above the worker can fall 40 ft. or more: to be paid one and one-half times the straight- time rate of pay.

ELEC1525-001 09/01/2009

LINE CONSTRUCTION:

	Rates	Fringes
Line technicians:		
Cable Splicer; Lineman		
Welder.....	\$ 34.25	13.83
Equipment Operator.....	\$ 28.59	12.33
Groundman.....	\$ 20.61	10.21
Lineman/Line Technician.....	\$ 31.86	13.20
Truck Driver.....	\$ 22.88	10.81

ELEC1525-002 09/01/2009

	Rates	Fringes
Traffiic signal, street light and underground work:		

Cable Splicer; Lineman		
Welder.....	\$ 30.79	13.83
Equipment Operator.....	\$ 25.70	12.33
Groundman.....	\$ 18.53	10.21
Lineman/Line Technician.....	\$ 28.64	13.20
Truck Driver.....	\$ 20.56	10.81

* ENGI0571-003 06/01/2010

	Rates	Fringes
Power Equipment Operator		
Group 1.....	\$ 16.21	7.45
Group 2.....	\$ 20.20	7.45
Group 3.....	\$ 21.88	7.45
Group 4.....	\$ 22.67	7.45
Group 5.....	\$ 25.86	7.45

Group 1: Oiler, Greaser, Air Compressors, Welding machines, Pumps, Rollers, Hydro Hammer, Concrete Pumps, Rubber Tired Farm Tractors, Spread Oiler less than 2 years experience.

Group 2: Offroad heavy haulers, Rough Dozer, Rough Blade, Cure & Tyne Machine, Pug Mill, Ferguson type tractors (Workbull with high tecco), Asphalt Roller, Forklift, Oil Distributor, Boom Trucks under 5000lbs, Self-Propelled Compactor, Scrapers and Tractor-Scraper Combination (With less than 2 years experience).

Group 3: One & Two Drum hoits, Tuggers, Trenchers, Concrete spreader & Finishing Machine, Loaders, Spread Oiler more than 2 years experience, Bantam Type Tamper, Rubber Tired Tractor Backhoe, Finish Dozer, Scraper and Tractor-Scraper Combination (with less than 3 years experience).

Group 4: Trimmers, Backhoes/Excavator, Machanic, Slipform Pavers, Asphalt Plants-Concrete Plants, Laydown machines, Concrete PUmp Trucks, Finish Blade, Scraper and Tractor-Scraper Combination (with more than 3 years experience).

Group 5: Cranes, Bridge Desk Finishers, Excavator used for hoisting to construct Bridges and Box Culverts.

FOOTNOTES:

Operation of an articulating, Pitman type boom truck with single axle truck and lift capacity of less than 5,000 lbs., used to put construction materials in place: 90% of the group 2 rate.

When two (2) scraper units or two push cat units capable of operating separately are hooked together in tandem for single operation, the operator shall receive twenty-five cents (\$0.25) over the classification worked.

Project No. NH-34-7(124)

Addendum No. 1

Page 4

When air compressors are used for operating the hammer when pulling or driving pile and the compressor operator is required to operate the air valve for such hammer, such compressor operator shall receive the top wage rate.

Operators working in tunnels and caverns under compressed or free air shall receive forty cents (\$0.40) above their classification.

Hazardous waste removal work requiring the wearing of personal protective equipment and/or suits, to be paid as follows:

Class A: \$3.00 additional per hour

Class B: 2.00 additional per hour

Class C: 1.00 additional per hour

Class D: no premium pay.

IRON0021-003 06/01/2010

	Rates	Fringes
IRONWORKER.....	\$ 26.50	10.37

LABO1140-001 06/01/2010

DOUGLAS and SARPY COUNTIES; SAUNDERS COUNTY (east of Hwy. #109)

	Rates	Fringes
LABORER		
Form setter, pre-cast manhole setter, inlet builder.....	\$ 19.49	7.05
General Laborer.....	\$ 18.76	7.05
Mortar mixer, Concrete saw operator, Pipelayer and Chain saw operator.....	\$ 19.05	7.05

LABO1140-003 06/01/2010

WASHINGTON COUNTY

	Rates	Fringes
Laborers:		
Form setter, pre-cast manhole setter, inlet builder.....	\$ 19.49	7.05

PAIN0081-010 06/01/2010

	Rates	Fringes
PAINTER.....	\$ 20.53	6.70

FOOTNOTES:

Work performed above 75 ft. on suspended staging: \$.50 per hour additional.

Spray machine operator: \$.50 per hour additional.

Nozzle operator for sandblasting and waterblasting (waterblasting more than 10,000 PSI) (including all side arm grinder operators engaged in removing paint or preparing for painting): \$.50 per hour additional.

SUNE1988-001 12/20/1988

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER...	\$ 13.62	3.00

SUNE1993-001 08/05/1993

	Rates	Fringes
Sprinkler Installer (lawn).....	\$ 7.25	

TEAM0554-001 10/01/2009

	Rates	Fringes
Truck drivers:		
Low Boy Driver.....	\$ 18.02	7.20
All Other Work.....	\$ 16.77	7.20

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.
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Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

In the listing above, the "SU" designation means that rates listed under the identifier do not reflect collectively bargained wage and fringe benefit rates. Other designations indicate unions whose rates have been determined to be prevailing.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

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On page 49 of the Special Provisions, in the provision titled **SPECIAL PROSECUTION AND PROGRESS (Tentative Start Date & Phasing)**, the last two paragraphs of **Section II. Phasing** are void and superseded by the following:

Due to (1) the amount of excess excavated material that is to be place as embankment east of the new railroad bridge at Sta. 5601+64, US-34, and (2) coordination with future project STPD-34-7(118) [see **SPECIAL PROSECUTION AND PROGRESS (Coordination with Others)**], the following shall apply:

1. Due to settlement issues and as the first order of placing embankment east of the railroad bridge, the Contractor shall complete the following work by **August 1, 2011**:
 - a. Place the culverts at Sta. 204± and Sta. 210+50± and place the full height embankment at Sta. 201+50± to Sta. 213+50± (about 175,000 CY).
 - b. Complete the ground improvements (Special Plan 9C) and the east MSE wall at Sta. 5603+06/Sta. 114+60±, and the embankment to Sta. 118+25± (about 111,500 CY), as shown on plan sheet 205.
2. The Contractor shall complete the following areas of work by **December 1, 2011**:
 - a. Install the wick drains and sand blankets from Sta. 125± to Sta. 138± and from Sta. 171± to Sta. 178±;
 - b. Place the culverts at Sta's. 152±, 174± and 188+50±; and
 - c. Place full height embankment as shown in the plans at:
 - i. Sta. 124± to Sta. 139± (about 102,000 CY),
 - ii. Sta. 150± to Sta. 154± (about 14,000 CY) and
 - iii. Sta. 170± to Sta. 189± (about 73,000 CY).
3. The Contractor shall complete the placement of the remaining required embankment material from Sta. 118+25± to Sta. 124±, Sta. 139± to Sta. 150± and Sta. 154± to Sta. 170±, along the US-34 mainline, by **December 1, 2012**.

* * * * *

On page 50 of the Special Provisions, in the provision titled **SPECIAL PROSECUTION AND PROGRESS (Internal Liquidated Damages)**, is void and superseded by the following:

SPECIAL PROSECUTION AND PROGRESS (Internal Liquidated Damages)

I. General

All internal liquidated damages discussed in this provision are not provided for elsewhere in the contract; therefore, these internal liquidated damages shall be in addition to other liquidated damages which are a part of the contract.

II. August 1, 2011, Internal Liquidated Damage

The Contractors failure to complete the work described in Section II.1. of **SPECIAL PROSECUTION AND PROGRESS (Tentative Start Date & Phasing)** by August 1, 2011, shall result in the assessment of an internal liquidated damage (ILD₈₋₁₋₁₁). This assessment shall begin on August 2, 2011, and shall continue per calendar day until, and including, the day this work is completed. The following formula was used to determine this assessment:

$$ILD_{8-1-11} = \frac{R \times (C)(0.080)}{T}$$

Where: ILD₈₋₁₋₁₁ = Internal liquidated damages per calendar day

R = 0.12 for calendar day contracts.

C = Original contract amount (includes specified work completed and unfinished).

.080 = The percentage of work to be completed by August 1, 2011.

T = Number of calendar days allowed for this work (119 CD, 4-4-11 to 8-1-11).

III. December 1, 2011 Internal Liquidated Damage

The Contractors failure to complete the work described in Section II.2. of **SPECIAL PROSECUTION AND PROGRESS (Tentative Start Date & Phasing)** by December 1, 2011, shall result in the assessment of an internal liquidated damage (ILD₁₂₋₁₋₁₁). This assessment shall begin on December 2, 2011, and shall continue per calendar day until, and including, the day this work is completed. The following formula was used to determine this assessment:

$$ILD_{12-1-11} = \frac{R \times (C)(0.049)}{T}$$

Where: ILD₁₂₋₁₋₁₁ = Internal liquidated damages per calendar day

R = 0.12 for calendar day contracts.

C = Original contract amount (includes specified work completed and unfinished).

0.049 = The percentage of work to be completed by December 1, 2011.

T = Number of calendar days allowed for this work (242 CD, 4-4-11 to 12-1-11).

IV. 2012 Internal Liquidated Damage

The Contractors failure to complete the placement of embankment material from Sta. 118+25± to Sta. 124±, Sta. 139± to Sta. 150± and Sta. 154± to Sta. 170+00± by December 1, 2012, as described in Section II.3. of **SPECIAL PROSECUTION AND PROGRESS (Tentative Start Date & Phasing)**, shall result in the assessment of an internal liquidated damage (ILD₂₀₁₂). This assessment shall begin on December 2, 2012, and shall continue per calendar day until, and including, the day this work is completed. The following formula was used to determine this assessment:

$$ILD_{2012} = \frac{R \times (C)(0.039)}{T}$$

Where: ILD_{2012} = Internal liquidated damages per calendar day

R = 0.12 for calendar day contracts.

C = Original contract amount (includes specified work completed and unfinished).

0.039 = The percentage of work to be completed by December 1, 2012.

T = Number of calendar days allowed for this work (608 CD, 4-4-11 to 12-1-12).

* * * * *

On page 185 of the Special Provisions, in the provision titled **RIPRAP AND CROSS VANE STRUCTURES**, item C.4.b. is void and superseded by the following:

- b. Soundness: maximum 8.0, per NDOR Standard Method T 103, for course aggregate.

* * * * *

The Special Provisions are amended to include the following:

TEMPORARY LIGHTING SYSTEM

Items of Work

The contractor shall install a lighting system of the type specified for each crossover as indicated in the plans. It shall be installed, tested, and in operating condition before traffic is routed through the crossover.

The State will furnish the following items for the crossover lighting systems on this project:

Temporary Lighting System, Station 1465+00

- 6 - 400 watt HPS "Offset" luminaires
- 6 - 45 ft. Tenon Top Poles
- 6 - Power Installed Foundations
- 6 - Breakaway Transformer Bases
- 6 - Photo Controls
- 6 - Connecting Bolts (set of 4)
- 6 - Carriage Bolts (set of 4)

Temporary Lighting System, Station 1580+00

- 6 - 400 watt HPS "Offset" luminaires
- 6 - 45 ft. Tenon Top Poles

- 6 - Power Installed Foundations
- 6 - Breakaway Transformer Bases
- 6 - Photo Controls
- 6 - Connecting Bolts (set of 4)
- 6 - Carriage Bolts (set of 4)

The contractor shall provide all other materials required by the plans for a complete and working system and shall install all materials in accordance with the plans and specifications.

The contractor shall arrange with the project manager to obtain the state-furnished materials at the Nebraska Department of Roads' Supply Yard at 5001 South 14th Street, Lincoln, Nebraska. Contact Ms. Darcey Melbye at (402) 479-4322 two days prior to pick up. The contractor will be responsible for transporting material from the yard to the job site. The project manager will supply the contractor with a completed Stock Requisition Form DR-146. **The contractor will not be allowed to withdraw material from stock without a properly executed copy of this form. Use activity No. 6242, AFE Z301.**

The contractor shall be responsible for providing the electrical power for the lighting system. The source of the power may be an electric utility servicing the area, if such a source is available; or, it may be an engine-generator set furnished, operated and maintained by the contractor. The power source must be a dependable, well regulated source of 240 volt – 60 HZ AC power adequate for the requirements of the crossover lighting system. The contractor will not be allowed to tap into an existing roadway lighting system for electrical power without prior approval of the lighting engineer.

At the completion of construction when traffic has been redirected back onto the normal driving lanes, the crossover lighting system shall be removed by the contractor. All poles, luminaires, breakaway devices and power installed foundations comprising the safety lighting systems shall be removed, separated as individual components, cleaned, properly prepared and delivered to the Department of Roads' Supply Yard at 5001 South 14th Street, Lincoln, Nebraska.

All items must be accounted for and returned in good working condition. The contractor must replace missing or damaged components before final payment can be made. Items to be returned must be prepared as follows:

- (a) Poles shall be free of internal wiring and have their handhole cover in place.
- (b) Luminaires must have their photo-control in place and the mounting access hole covered with duct tape.
- (c) Breakaway transformer bases shall have all bolts, nuts and washers attached.
- (d) Power foundations shall be thoroughly cleaned and have all bolts, nuts and washers attached.

All items being delivered to the State yard for insertion into state stock must be accompanied by a properly completed Department of Roads' Form 147 "Stock Return for Credit". This form will

be signed by the project manager and must be presented to the yard foreman at the time the materials are delivered. **The contractor will not be allowed to “offload” any material if all of the above requirements are not complied with.**

Any void resulting from power foundation removal shall be backfilled with clean soil and compacted to a density equal to that of the surrounding earth.

Abandon existing direct buried cable in place.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

A crossover lighting system as described in the Plans and Special Provisions, complete, in place and accepted by the engineer, shall be measured for payment as a single unit and paid for at the contract unit price, per each, for the item “Temporary Lighting System, ***”. This price and payment shall be full compensation for installing the lighting system including poles, power foundations, breakaway bases, luminaires, lamps, all necessary wiring, all materials, labor, equipment, tools, for all transportation, storage and for all incidentals necessary to complete the work. Payment shall be made in accordance with the following schedule: Two-thirds (2/3) of the contract unit price to be paid when the system is installed, in place and approved by the engineer; one third (1/3) of the contract unit price to be paid when the system is removed and delivered to the Department of Roads as specified.

* * * * *

The Special Provisions are amended to include the following:

OPERATION AND MAINTENANCE OF TEMPORARY LIGHTING SYSTEMS

The contractor will be responsible for the proper operation and maintenance of the crossover lighting systems at station 1465+00 and 1580+00 from the time the project is started until such time that the crossover is no longer needed and the lights removed.

If for any reason a temporary lighting unit fails or is “knocked down”, it shall be repaired or replaced and put back in working order before dusk of the day following the day that the contractor is advised of the failure. Replacement parts (poles, mastarms, breakaway bases, power foundations and luminaires) will be available at the Nebraska Department of Roads supply yard in Lincoln. It will be the contractors responsibility to pickup any needed replacement parts (excluding lamps) from the supply yard in Lincoln and to protect these items from damage during transportation and installation.

New HPS lamps for all units, if needed, will be supplied by the contractor.

If the contractor fails to correct the reported failure of the system as stipulated above, the Department of Roads will hire a local contractor to perform the work and the cost will be assessed to the project contractor.

All costs resulting from the repair or replacement of lighting units damaged as the result of negligence or carelessness on the part of the contractor will be deducted from monies owed him.

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

The operation and maintenance of the crossover lighting system shall be measured for payment per day for the number of days the system is in operation. Payment shall be made at the contract unit price per day for the item "Operation and Maintenance of Temporary Lighting System, Sta. ***". This price and payment shall be full compensation for all electrical energy used, all repairs, replacements, rentals, fees, fuel, labor, equipment, tools, transportation and incidentals related to the proper operation and maintenance of the crossover lighting system as set forth in the plans, specifications and these special provisions.

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The Special Provisions are amended to include the following:

LUMINAIRE REQUIREMENTS

Paragraph 2. of Subsection 415.02 in the Standard Specifications is void and superseded by the following:

2. Lamps provided shall be as shown in the plans.

Paragraph 7 of Subsection 1073.02 in the Standard Specifications is amended to include the following:

1. Conventional Roadway Luminaires

A. Housing

Luminaire housing shall be "cobra-head" style, of pressure die-cast aluminum, Large Housing Series. The casting shall be sound, complete, with smooth edges and free of flash. The lower portion of the housing shall be hinged for easy access.

The optical compartment shall be effectively sealed and filtered using a dacron polyester filter. The seal/filter combination shall be provided between the reflector and lens and between the socket assembly and reflector. The seal/filter combination shall be under compression when the assembly is in operating position. Seal/filter combination shall be of heat resisting material selected to last the functional life of the unit, but shall be easily replaceable should they become damaged. The optical compartment door shall be secured in position with a positive latch mechanism. The hinge arrangement shall be designed to prevent accidental disengagement when it is in the open position.

Finish shall be a gray Polyester Powder Coat or an electrodeposited epoxidized acrylic paint coat capable of successfully withstanding 1,000 hours of salt spray test per ASTM B 117.

Attachment hardware used to secure components to the aluminum housing shall be organically coated. Stainless steel or galvanized hardware is not allowed.

Housing must be legibly and durably marked with the lamp size, using ANSI NEMA lamp identification label.

B. Slipfitter

The slipfitter shall accept 1 1/4 inch to 2 inch (32 mm to 50 mm) pipe.

C. Reflector

The reflector shall be hydroformed aluminum with an approved aluminum oxide or silica coating bonded to the inside and outside surfaces.

D. Socket

The socket shall be a mogul base porcelain.

E. Lens

The lens shall be made of clear tempered flat glass, heat resistant and free from imperfections.

F. Terminal Block

A terminal block will be required.

G. Ballast

The ballast shall be of the (CWA) Auto Regulator lead type for the high pressure sodium lamp size as indicated in the plans.

Ballast shall be dual volt 120/240 or multi tap, ballast to be factory wired to 240 volt.

The ballast and starting aid shall not incur significant life reduction should the lamp continue in open or shorted circuit condition for a six-month period.

Regulation and Operation:

At nominal line voltage and nominal lamp voltage, the ballast design center will not vary more than 5% from rated lamp wattage. Lamp wattage variation shall not exceed 10% for a $\pm 10\%$ line voltage variation.

The ballast/lamp combination must provide reliable starting to -40 degrees F (-40 degrees C).

Ballast starting current must not exceed normal operating current.

Power factor must range between 65% and 90% through all operational modes.

H. Photometric and Performance Requirement

- a. The luminaire shall have "cutoff" control characteristics as follows: Candela per 1000 lamp lumens shall not exceed 100 (10%) at a vertical angle of 80 degrees above nadir, and 25 (2.5%) at an angle of 90 degrees above nadir horizontal.
- b. Vertical distribution shall be IES-medium, lateral distribution shall be IES-type III. Maximum candlepower shall fall between 66 degrees and 75 degrees from nadir.
- c. The illumination pattern on the roadway surface from each individual luminaire shall be uniformly gradient without hot spots, shadows or striations as determined by the Engineer.

I. Substitutions and Variations

No substitutions or variations of the above will be allowed.

J. Approval Requirements

In addition to the requirements for approval of the roadway lighting luminaires outlined in Subsection 1073.02, the contractor may be asked to supply IES formatted photometrics on a 1.44 MB computer disk for each type of luminaire he/she proposes to furnish for the project. The disk must be IBM compatible.

The contractor shall be prepared, upon request, to furnish a working sample of any luminaire proposed for this project (sample will be returned to the contractor or counted as part of the contract quantity).

The right is reserved to reject any and all proposals. The State of Nebraska will decide all questions which may arise as to the quality or acceptability of the luminaire submitted for approval under this specification.

Manufacturers allowed to submit luminaires for approval are as follows:

Crouse Hinds
General Electric
Hubbell
American Electric

* * * * *

On plan sheets 2-P35 and 2-P37, the GENERAL NOTES column on these two sheets is amended as follows:

1. Note #1 is amended to read:

The Contractor shall maintain the entire temporary signal, including loop detection. Contact the NDOR Traffic Engineering Division, (402) 479-4594 for timing to program into the temporary signal.

2. Note #10 is amended to read:

The Contractor shall supply a 2070-336 style controller cabinet with GPS time reference that provides a contact closure.

3. The following note has been added:

#11. NDOR shall supply and program the Oasis software. Contact Bob Semard at (402) 479-4594 for software.

* * * * *

On plan sheet 2-P36, the GENERAL NOTES column is amended as follows:

1. Note #1 is amended to read:

The Contractor shall maintain the entire temporary signal, including video detection. Contact the NDOR Traffic Engineering Division, (402) 479-4594 for timing to program into the temporary signal.

2. Note #4 is amended to read:

The temporary signal will be removed at the start of Phase 3 or as directed by the Engineer.

3. Note #8 is amended to read:

The Contractor shall supply a 2070-336 style controller cabinet with GPS time reference that provides a contact closure.

4. The following note has been added:

#9. NDOR shall supply and program the Oasis software. Contact Bob Semard at (402) 479-4594 for software.

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On plan sheet 2-P38, the GENERAL NOTES column is amended as follows:

1. Note #1 is amended to read:

The Contractor shall maintain the entire temporary signal, including loop detection. Contact the NDOR Traffic Engineering Division, (402) 479-4594 for timing to program into the temporary signal.

2. Note #8 is amended to read:

The Contractor shall supply a 2070-336 style controller cabinet with GPS time reference that provides a contact closure.

3. The following note has been added:

#9. NDOR shall supply and program the Oasis software. Contact Bob Semard at (402) 479-4594 for software.

* * * * *

On plan sheet 61, the table of "Items Furnished from State Stock" (upper right hand corner of the sheet) is amended as follows:

<u>ITEM</u>	<u>STOCK NUMBERS</u>
Pole:	52-40120
Power Foundation:	52-33340
Photo Control:	52-17131
Luminaire:	52-33440
Breakaway T-Base:	52-33100
Connecting Bolts:	52-17133
Carriage Bolts:	52-17129

* * * * *

Upon execution of the contract, the plans will be revised to reflect these changes.

DEPARTMENT OF ROADS

Original Signed by Kendall Stege

For Claude Oie
Construction Engineer

Issued: December 3, 2010

CO:200AD112

NOTICE: Only the contractors issued bidding proposals receive this addendum and responsibility for notifying any potential subcontractors or suppliers remains with the contractor.